

To: Reiner, Chris[Reiner.Chris@epa.gov]
From: Urrutia, Jacob D LTJG
Sent: Thur 9/29/2016 12:40:44 AM
Subject: RE: SITUATION BRIEF - 28 SEP 16 - SPIRIT OF SACRAMENTO

Will do, thank you for pointing that out!

-----Original Message-----

From: Reiner, Chris [mailto:Reiner.Chris@epa.gov]
Sent: Wednesday, September 28, 2016 5:34 PM
To: Urrutia, Jacob D LTJG
Subject: [Non-DoD Source] Re: SITUATION BRIEF - 28 SEP 16 - SPIRIT OF SACRAMENTO

Just noticed that your update says the SOS will be towed to Sacramento, may want to fix that in future briefs.

> On Sep 28, 2016, at 5:19 PM, Urrutia, Jacob D LTJG <Jacob.D.Urrutia@uscg.mil> wrote:
>
> Good evening CAPT Ceraolo et al,
>
> Please find the following situation summary of multi-agency actions for the R/V SPIRIT OF
SACRAMENTO response.
>
> IMPORTANT: This brief is for internal briefing purposes only and not intended for external distribution.
>
> -----
> SITUATION - 28 September 2016
> -----
>
> BLUF: All softeners were successfully installed this morning, and DB GENERAL arrived on scene this
afternoon. Rigging and booming strategies were implemented, and parbuckling operations were
successfully completed this evening. Contractors continue preparing the vessel to be lifted. Multiple on-
camera interviews have been conducted. The Oil Spill Liability Trust Fund remains at \$2,000,000.00. The
total project cost to date is approximately \$460,000.00.
>
> At approximately 0025 local on 04 September 2016, Coast Guard Sector San Francisco received
notification R/V SPIRIT OF SACRAMENTO was taking on water from the stern and that the engine room
was actively flooding. The 87 foot vessel was in the vicinity of Franks Track near Bethel Island. Coast
Guard Station Rio Vista responded and ensured the two persons on board made it safely ashore. Six
hundred gallons of diesel fuel was reported on board. No sheen or active discharge was observed by
Station Rio Vista. The vessel was reported to be partially submerged and anchored but was not deemed
to be a hazard to navigation. The Sector San Francisco Incident Management Division (IMD) was unable
to reach the owner and issued a Notice of Federal Interest (NOFI) via voice mail. Due to the time of the
incident, safety concerns for response personnel and no available resources, the IMD duty team was not
able to get on scene until later that morning. At 1030 local the vessel was capsized and upside down in
the water; a small sheen was observed. The vessel owner was still unreachable. Due to the proximity of
sensitive sites, the pollution potential and complexity of the response, the SPIRIT OF SACRAMENTO
was determined to be a significant risk to the environment, and the FOSC authorized access to the Oil
Spill Liability Trust Fund (OSLTF) for \$100,000. Global Diving and Salvage Inc. (Global) was hired to
deploy boom and conduct pollution mitigation operations. There are no known impacts to wildlife or
sensitive sites at this time. A safety zone is in place. The vessel's orientation has shifted from inverted to
lying on its starboard side submerged. An estimated one gallon of oil was observed within the
containment boom that was recovered using sorbent pads, and an estimated total of 4 gallons of
unrecoverable sheen has been observed.
>
> -----

> ACTIONS TAKEN -

> -----

>

> 1. All softeners were successfully installed this morning by Global as advised by SERT.

>

> 2. DB GENERAL arrived on scene at approximately 1415. Divers rigged the vessel for the parbuckle, and Patriot Environmental Services implemented preplanned booming strategies.

>

> 3. Parbuckling operations were successfully completed by the DB GENERAL. Contractors are currently preparing the vessel to be dewatered and raised.

>

> 4. OSPR and Contra Costa County vessels continue enforcing the safety zone.

>

> -----

> FUTURE PLANS -

> -----

> 1. A tug will tow R/V SPIRIT OF SACRAMENTO to the U.S. Army Corps of Engineers facility in Sacramento immediately after the vessel is parbuckled and dewatered.

>

> 2. Oil and hazardous materials are still scheduled to be offloaded once the vessel arrives at the U.S. Army Corps of Engineers facility.

>

> -----

> MEDIA INTEREST -

> -----

> 1. The most up to date press release was published 28 September 16 and is available at https://urldefense.proofpoint.com/v2/url?u=http-3A__www.uscgnews.com_go_doc_4007_2886934_&d=CwIFAg&c=0NKfg44GVknAU-XkWXjNxQ&r=3TMCMG59V_JOlet-4BZWQ40v8NXpdIZbH66xcYXG5QQ&m=BWG2pRqWj5275-5ad_MQ_ZhE5CgSPF7nWUgWshoogNY&s=-BHKyLSBxlyUtwCcP7zmG6TajOe1XxfIV8gZ6W3PI_c&e=

>

> 2. Three on-camera interviews were conducted today (KCRA, FOX and East Bay Times), and media crews were transported to the scene to take photos and video.

>

> 3. Media availability for tomorrow pends.

>

> 4. An updated release is scheduled to be published this evening along with photos and video.

>

> -----

> WEATHER OUTLOOK -

> -----

> 1. Wednesday Night

> Clear, with a low around 56.

>

> 2. Thursday

> Sunny, with a high near 80.

>

> 3. Thursday Night

> Mostly clear, with a low around 53.

>

> 4. Friday

> Sunny, with a high near 76.

>

> LTJG Jake Urrutia, Situation Unit Leader U.S. Coast Guard Sector San Francisco
> 1 Yerba Buena Island
> San Francisco, CA 94130

> 415-399-7412